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INFORMATION REPORT

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SUBJECT Rathenow-Neustadt/Dosse-Loewenberg Railroad Line

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SUPPLEMENT TO REPORT NO.

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1. 93 km of the Rathenow (N 53/Z 15)-Neustadt/Dosse (N 53/Z 18)-Loewenberg (N 53/Z 69) railroad line was taken over from private companies in 1949. The entire line was capable of loads of only 16 tons axle pressure. The line capacity was to be increased so as to be capable of 20 tons axle pressure. This required the installation of heavier S 49 type rails and reinforcement of bridges and culverts. The train density on the line was to be increased by the installation of six crossing points. Construction of a rail link near Neustadt/Dosse was also provided for. The line was planned to terminate in a southern curve at the Loewenberg railroad station.

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2. The cost of the project was estimated at 10,000,000 DM-east, of which 3,400,000 were to be spent in early 1951. In mid-April 1951, the reinforced line was opened.

3. the reinforcement of the road bed of the former Rathenow-Loewenberg branch line was completed. The 6d type rails on this line were replaced by S49, 8a, and 15c type rails. Seventy percent of the original gravel ballast was replaced by broken stone. The 4.5-km rail link southeast of Neustadt/Dosse, which passes under the Berlin-Hamburg railroad line, is completed. The railroad underpass is nearing completion. Crossing points were built near Spaatz, Friedrichsdorf, Barsikow, Wildberg, Wulkow, and Grieben. The line was opened in mid-April 1951.

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